



# City of Santa Barbara California

## PLANNING COMMISSION STAFF REPORT

**REPORT DATE:** June 11, 2009  
**AGENDA DATE:** June 18, 2009  
**PROJECT NAME:** Plan Santa Barbara  
**TO:** Planning Commission  
**FROM:** John Ledbetter, Principal Planner *JL*  
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### I. STAFF RECOMMENDATION

That the Planning Commission provide feedback to staff on the following:

1. General Plan Document;
2. Existing goals and policies to be integrated with new the Land Use and Growth Management (LUGM) Element; and
3. Draft Land Use Map

### II. GENERAL PLAN DOCUMENT

#### A. CONTINUITY AND INTERNAL CONSISTENCY

At the end of Phase III of *Plan Santa Barbara* the General Plan introduction, Land Use & Growth Management Element, including an updated land use map, and the Housing Element will be complete.

In order to maintain meaningful continuity between the existing General Plan and the update based on the *Plan Santa Barbara* process, the still relevant visions, goals, and policies will be carried forward. The description of past and future planning policy evolution will be updated and incorporated into the General Plan introduction, including the growth management policies that resulted from the passage of Measure E. Many of the goals and policies from all nine existing elements will be moved into the updated General Plan either: as they are; modified; or merged with the sustainability goals and policies from the *Draft Policy Preference Report*.

The General Plan introduction will provide an overarching sustainability framework that will help ensure internal consistency between the Land Use & Growth Management and Housing Elements, as well as the other elements to be completed later. Those elements which are not being updated during this phase will be prefaced by the relevant goals and policies from the

sustainability framework developed during the *Plan Santa Barbara* process, and reflected in the *Draft Policy Preferences Report*. In addition, any existing goals and policies from the current General Plan that are more relevant to another element will be moved to the appropriate element for future incorporation when that specific element is updated.

## **B. ORGANIZATION OBJECTIVES**

The basis for the proposed General Plan update is largely the *Draft Policy Preferences Report* accepted in December 2008 by the Council. The draft working outline for the General Plan document is attached as Exhibit A, Working Outline for the General Plan Update Document. Two objectives are guiding the organization of this document:

1. The updated General Plan be consolidated into a single document. The document will be divided into three distinct, but inter-related sections: 1) The introduction, which provides the framework and context for the elements; 2) The ten elements, as outline in Exhibit A, each containing respective goals, policies and implementation measures and; 3) A series of appendices providing detailed reference information.
2. The updated General Plan be more “user friendly”. Eliminate duplication and present the information in a more concise and consistent format. The introduction will provide background information relevant to all elements, and in turn, the General Plan elements will be more focused to provide only the most essential information related to that particular element. Greater detail on various topics will be available in the appendices.

While the full range of content or the order of some sections in the General Plan are still in process, the Working Outline serves to guide preparation of all Phase III products. This guidance is particularly useful for the two elements updated in this phase, the Land Use and Housing elements, which share some background information such as demographics. Both existing elements also contain background information that will be incorporated into the General Plan update. The planning history in the current Housing Element is one example, and as noted above, the existing Land Use Element contains extensive discussion of past, present and future considerations for planning in Santa Barbara.

This organization is intended to make the plan more focused for regular users, while cross-referencing complementary goals, policies and implementation methods and providing ample background and explanatory information when needed through the appendices. This document should also be easier to update in the future, so as not to contain contradictory or obsolete information.

## **III. LAND USE & GROWTH MANAGEMENT ELEMENT**

### **A. BACKGROUND**

The existing Land Use Element, originally adopted in 1964, has evolved over the years and includes three other elements: the Parks & Recreation Element; the Open Space Element; and the Scenic Highways Element. In many regards, the existing Land Use element was designed to

effectively function as the complete General Plan, with an extensive introduction and wide-ranging goals covering all of the elements, and with four actual elements embedded in the document. Updates have occurred to the Land Use Element over the past four decades, however, it has never been comprehensively updated. Since the 1964 adoption of the General Plan (in the form of the Land Use Element as described above), five other stand alone elements that have been adopted and amended:

- Conservation Element (1979)
- Noise Element (1979)
- Seismic Safety/Safety Element (1979)
- Circulation Element (last updated 1997) and
- Housing Element (last updated 2004)

In addition, the Local Coastal Plan, the Airport & Goleta Slough Coastal Plan, the Harbor Master Plan, Airport Specific Plan, and Airport Facilities Plan, have all been adopted which also incorporate land use policy direction for those areas of the City.

## **B. APPROACH**

Throughout the public workshops and hearings on the *Policy Options* and *Draft Policy Preferences* reports, staff has underscored that all relevant existing policies would be carried forward. The purpose of this worksession is to review those goals and policies from the existing Land Use Element that staff has found to be still relevant and, therefore, warrant inclusion in the new Land Use & Growth Management (LUGM) Element.

In order to determine what should be forwarded into the new LUGM Element, staff has assessed and then categorized the existing Land Use element discussions, goals and policies according to the following four criteria: 1) those to be carried forward; 2) those that are updated by *PlanSB*; 3) those to be moved to other elements; and (4) those that have been implemented or are now obsolete. As such, today's worksession is focused on goal and policy categories 1 & 2, those to be carried forward (some of which are found in other elements), and those that are updated by *PlanSB*.

Those existing goals and policies that will be carried forward into the new LUGM Element will be integrated with the Growth Management, Land Use, and Neighborhood goals and policies from the *Draft Policy Preferences Report* (see Exhibit B, Draft Policy Preferences for Land Use and Growth Management). In addition, new policies and/or implementation measures that may result from the upcoming Residential Density and Unit Size workshop; the EIR process; and the final hearings for the *PlanSB* process will also be incorporated into the draft LUGM Element.

For discussion purposes, please refer to attached Exhibits C and D (Existing Land Use Goals and Existing Land Use Policy Recommendations). These tables show existing goals and policies from text primarily in the land use element to be carried forward to the LUGM Element, those updated by *PlanSB*, and those moved to, or addressed in, other elements. Exhibit E, (Existing

Land Use Policy Completed, Superseded (or Updated) or Obsolete) has also been attached for the sake of full disclosure and transparency and to show some of the detailed work needed to move forward with a comprehensive update of the Land Use and Growth Management Element.

## **C. OTHER POLICIES**

### **1. Density Policies**

Pages 42-46 of the existing Land Use Element include the discussion of the residential density classifications and residential densities in general. This entire section will need to be updated and specific density policies developed for the various residential and commercial zones that allow residential uses once the public workshops and direction on density and unit sizes occur later this month.

### **2. Downtown/Waterfront Santa Barbara**

In 1998, Council accepted the final report and recommendations outlined in the *Downtown/Waterfront Santa Barbara*. Because this was such a comprehensive effort dealing with the vision for Downtown and Waterfront to the year 2018, Staff felt it was important to review the themes identified by the stakeholder committee and carry forward into the LUGM any policy direction that is not covered by existing policies or *PlanSB* policies. Staff reviewed all 21 themes identified in the document and believe that they are all covered via existing policies or the proposed *PlanSB* policies. When developing implementation steps for the recommended policies, it would be beneficial to consider any relevant action steps and implementing options suggested in the *Downtown/Waterfront Santa Barbara* recommendations.

### **3. Upper State Street**

In April 2006, the Santa Barbara City Council directed staff of the Planning and Transportation Divisions to undertake a study of the Upper State Street. The purpose of the Study was to identify changes that could improve traffic circulation and urban design in the study area. City Council specified that this effort be focused on roadway improvements and amendments to development and design standards that could occur within the existing City policy framework.

Staff is currently processing a design guideline document based on the Upper State Street Study. The guidelines communicate the design recommendations which were the result of the Upper State Street Study and public review process.

Larger citywide policy issues such as land use changes, housing density and affordability, commercial growth, and environmental sustainability were not addressed in the study. Exhibit F identifies longer term improvements that need to be incorporated into the *PlanSB* effort.

#### **4. Multi-Generational Needs Policy**

The *Draft Policy Preferences* and the Circulation Element both address the importance of neighborhood serving uses, however, Staff believes a specific policy that encourages planning and development with family needs and multi-generational needs in mind is needed. Staff recommends incorporation of the following type policy.

*Develop facilities to serve the multigenerational needs of the community.*

#### **D. NEXT STEPS**

Over the summer, Staff will be working on the following steps towards preparing a draft Land Use and Growth Management Element:

- Updated Land Use Designation Descriptions
- Updated Neighborhood Descriptions
- Draft Implementation Measures for Policies

The plan is to discuss the land use designation descriptions and neighborhood descriptions in October of this year.

### **IV. LAND USE MAP**

Per state planning law, a General Plan Land Use map (sometimes referred to as a “diagram”) is a required component of a Land Use Element. The City’s current map has not been comprehensively updated since 1975.

#### **A. APPROACH**

To date, the current land use map has been digitized into a Geographic Information System (GIS), which includes minimal interpretation in regards to existing land use designations (particularly the outdated mixed-use designations), and the inherent challenge of transferring a truly conceptual “blob” diagram into a parcel level accurate map.

For purposes of analysis, the digitized map was overlaid with both the existing zoning, the actual land uses “on the ground”, and the MODA boundary (see definition below). Given that few changes are expected to occur in the single family areas, the focus of the analysis is on the commercial, industrial, and multi-family districts. Thus, for ease of parcel level of analysis, the city was then divided into three areas: the Downtown/Waterfront/Milpas area; Upper State Street; and the remaining predominately single family, residential areas (see Exhibit G, General Plan Land Use Map-Working Draft).

Staff has begun mapping the *PlanSB* Concepts Map (see Exhibit H), that includes the recommendations from the *Draft Policy Preferences* report, the clarifications and corrections from the Working Draft Map analysis, and past General Plan map amendments.

For the purposes of this worksession discussion, Staff will present the following information for the Commission to consider as to whether this approach will yield the desired results:

- 1) General Plan Land Use map – Working Draft (see Exhibit G);
- 2) Examples of map inaccuracies, and potential change areas, both minor and significant;
- 3) General Plan Land Use map – PlanSB Concepts (see Exhibit H);
- 4) Significant designation and boundary change options.

#### **B. LAND USE DESIGNATIONS**

The primary land use designation change will be the creation of the Mobility Oriented Development Area (MODA) to encourage a better links between higher density residential use, smaller units, commercial uses, transit, walking and bicycling. In order to effect this change, residential development will be encouraged within the MODA, through adjustments to variable density and parking standards.

For the ease of understanding, the five existing residential density designations have been consolidated to three designations: low (1-5 du/ac); medium (12-18 du/acre); high (variable density - TBD). Each of these designations will be defined in the General Plan policy document, particularly, for low density which will continue to include the four single family density standards consistent with existing zoning designations.

Other land use designation recommendations will include: the replacement of the institutional overlay and icons with specific institutional sites; clarification of the open space designations relative to residential uses; and more accurate definition and location of commercial mixed-use, office mixed-use and industrial mixed-use (See Exhibit H, GP Land Use Map-PlanSB Concepts).

#### **D. NEXT STEPS**

Staff will continue to analyze the existing General Plan Land Use map – Working Draft (in conjunction with the current zoning, existing land uses, and recent General Plan amendments) to identify a complete set of recommended land use designation and boundary changes. Staff suggests two additional meetings with the Planning Commission Sub Committee to review these recommendations, prior to the detailed public review that will be necessary at the full Commission.

#### **V. EXHIBITS:**

- A. Working Outline for the General Plan Update
- B. Draft Policy Preferences for Land Use and Growth Management
- C. Existing Land Use Element GOALS
- D. Existing Land Use POLICY Recommendations
- E. Existing Land Use POLICY Completed, Superseded (or Updated), or Obsolete
- F. Upper State Street General Plan Update and Citywide Programs
- G. General Plan Land Use Map – Working Draft
- H. General Plan Land Use Map - PlanSB Concepts

# WORKING OUTLINE

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Include fast fact sheet at beginning]

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**Growth Management Land Use Element Policies**  
(From Policy Preferences Report, City Council Direction January 2009)

- LG1. **Resource Allocation Priority.** Prioritize the use of available resources capacities for additional affordable housing for very low, low, moderate and middle income households over all other new development.
- LG2. **Limit Non-Residential Growth.** Extend the remaining non-residential square-foot increment in the current Land Use Element (Policy 1.1) through the year 2030, and assess the need for increases in non-residential square footage based on availability of resources, and on economic and community need.
- a. Net new non-residential growth shall be limited to 1.5 million square feet, and shall be demonstrated to be supported by available resources capacities (i.e., water, sewer, affordable housing, and roads);
  - b. Monitor resource capacities and assess jobs/housing imbalance and transportation modal shifts at meaningful time intervals, including a review in the year 2020; and
  - c. Employ adaptive management to review and revise policies, consistent with resource capacities.

Non-residential development associated with:

- Minor additions,
- Demolition and replacement of existing square-footage on-site, and
- Sphere area annexations

are considered separately and in addition to the basic 1.5 million square-foot limit of net new non-residential development established above. Once annexed, all development or developable parcels are subject to the limitations of this policy.

- LG3. **Future Residential Growth.** Encourage future residential growth that balances the need to live within our resources with the Housing Element goals and requirements, by:
- a. Strongly encouraging affordable housing units subject to available resources, such as water and sewer capacities;
  - b. Monitor resource capacities and policy effectiveness at intervals commensurate with Housing Element planning periods; and
  - c. Under the adaptive management program, review and if supportable by available resource capacities, adjust specific housing policies to further achieve the City's Housing Element goals and requirements.

- LG4. **Location of Residential Growth.** Encourage new residential units be located in the MODA (Mobility Oriented Development Area). (See Policies LG9 and LG15.)
- LG5. **Limit New Residential Development in High Fire Areas.** Offer incentives and/or an option for property owners to transfer development rights from residential parcels in the High Fire Area to locations within the MODA. (See policies LG9 and LG15.)
- LG6. **Regional Transfer of Development Rights.** With local and regional cooperation, develop programs for transfer of development from rural lands and important urban open spaces to urban in-fill sites in order to provide housing in appropriate locations, reduce commutes, and preserve open space. Develop criteria for receiver sites and identify potential sites within the MODA (see Policy LG9).
- LG7. **Disposition of Existing Non-Residential Square Footage if not Rebuilt.** Study the Transfer of Existing Development Rights (TEDR) ordinance to better understand its role in past non-residential development and its potential for the future.
- LG8. **Annexations Involving New Development.** In addition to all other findings, annexation of land to the City for new development shall only be allowed if it is demonstrated that resource capacities exist to serve the additional area and population, that the use of resource capacities will not jeopardize priority development such as affordable housing, and that the annexation will at a minimum be cost neutral.

## **Land Use Policies**

- LG9. **Mobility Oriented Development Area (MODA).** The Mobility Oriented Development Area is an area within the City that contains a variety of compact commercial and residential land uses, is highly connected by transit, and is conducive to walking and bicycling.

Within the MODA, the City will:

- a. Focus growth, including
  - Locating most new and redeveloped commercial square footage in and around a quarter mile radius of transit nodes;
  - Providing work force and affordable living opportunities; and
  - Relocating remaining TEDR square footage.
- b. Provide a mix of land uses that
  - Establish strong retail and workplace centers;
  - Re-establish residential living in commercial centers that includes access to healthy food and recreation;
  - Promote connectivity and civic engagement; and

- Reprioritize public space for pedestrians.
- c. Provide mobility and connectivity options that
  - Link mixed-use development nodes with main transit lines;
  - Allow for compact, vibrant, walkable places;
  - Reduce the need for parking; and
  - Promote active living

The MODA will be implemented through policies in this framework document and the Land Use & Growth Management, Historic Resources & Community Design, Housing, Circulation, and Public Services & Safety elements, as well as through implementation measures such as design guidelines and standards. In combination, these policies and measures will:

- Encourage a transit-oriented development pattern,
- Encourage additional residential land uses, require smaller unit sizes, and increase residential density,
- Apply appropriate zone changes to enable neighborhood-serving commercial uses,
- Change the zoning requirements to a parking demand standard (i.e., vehicular parking provided to meet but not exceed demand),
- Focus City capital improvement program expenditures on new mobility options (e.g., quality transit facilities, bicycle infrastructure and secure parking, enhanced pedestrian facilities, and car and bike-share programs) that facilitate intermodal connections (i.e., ease of movement from one form of travel to another),
- Increase public space and open space, and
- Encourage more active and healthy lifestyles within the MODA.

**LG10. Community Benefit Non-Residential Land Uses.** Net new non-residential square footage allocated under LG1 shall be of a secondary priority to affordable housing, and shall include one or more of the following Community Benefit Land Uses:

- a. Community Priority Development. This type of project addresses a present or projected need directly related to public health, safety or general welfare including but not limited to:
  - Parks and recreation facilities;
  - Community centers;
  - Educational institutions and uses including schools;
  - Public cultural or arts facilities;
  - Youth development programs and childcare facilities; and

- Community gardens and urban farming; or
- b. Economic Development. This type of project enhances the standard of living for City and South Coast residents and/or strengthens the local and regional economy by expanding economic diversity, such as providing a new or under-represented service or commodity; or
- c. “Green” Economic Development. Business that provides “green” products or “green-collar” jobs (e.g., sustainable water, energy and waste management facilities, or green building products, or climate change research, but not solely a green building or structure); or
- d. Small and local business. A Small and/or local business in the community that is started, maintained, relocated, redeveloped or expanded; or
- e. Development for people with disabilities. Projects that meet the present or projected needs of people with disabilities, the workforce that provides them direct support, and the agencies or organizations providing programs and services to them.

**LG11. Community Benefit Residential Land Uses.** While acknowledging the need to balance provision of affordable housing with market-rate housing, new residential development in multi-family and commercial zones, including housing that is part of mixed-use development, shall include residential and open space community benefit land uses.

- a. Affordable housing, by providing one or more of the following:
  - Housing affordable to low, moderate, or middle income households;
  - Housing dedicated for critical work force employees;
  - Affordable housing for local workers;
  - Rental housing (see also Policy H12);
  - Transitional housing, single residential occupancy, and other housing for special needs populations including seniors, physically or mentally disabled, homeless; and
- b. Open space, through:
  - Access to adequate public open space within a ½-mile radius; and/or
  - Dedication of sufficient useable open space on-site; and/or
  - A contribution made toward future parks through in-lieu fees. (See also Policy H2 and LG17.)

**LG12. Manufacturing Uses.** Preserve and encourage the long-term integrity of light manufacturing uses by amending the permitted uses in the M-1 and C-M zones to narrow the range of uses, but not preclude very limited and well defined residential uses in the C-M Zone.

LG13. **Live-Work Land Use Category.** Provide viable live-work opportunities throughout the City by, among other options, the creation of a live-work land use category.

LG14. **Regional Land Use Blueprint.** Work cooperatively with the County and other local jurisdictions to prepare a regional blueprint plan to address regional land use issues, especially provision for affordable housing.

### **Neighborhood Policy**

LG15. **Sustainable Neighborhood Plans (SNP).** To improve sense of place, opportunities for healthy living and accessibility, while reducing the carbon footprint, develop comprehensive Sustainable Neighborhood Plans through-out the City (where desired by residents). A SNP may incorporate goals, objectives, policies and implementation actions for the following components, as applicable:

- a. A variety of housing types and affordability ranges;
- b. Neighborhood-serving commercial uses, especially retail food establishments such as small markets, green groceries, coffee shops;
- c. Parks, recreational facilities, trails;
- d. Community gardens;
- e. Street tree planting program;
- f. Watershed protection, creeks restoration, public access to creeks;
- g. Pedestrian/wheelchair connectivity;
- h. Transit, bicycle (including new Class 1 bike paths) and vehicle connectivity;
- i. Walkable streets with an appealing and comfortable pedestrian street environment that promote physical activity and can be used safely by people of all ages or abilities;
- j. Traffic calming along walkable routes to school;
- k. A reduced impervious area footprint (such as street and parking areas);
- L. Community services (i.e., schools, branch library, community center, clinics, etc.)



## Existing Land Use GOAL Recommendations

| GOALS  | Carry Forward To<br>Land Use Growth<br>Management Element | Move To<br>Or Addressed In Other Element<br>or Plan |
|--|---|---|
| <b>RECOMMENDED DRAFT POLICY PREFERENCES GOALS</b>  |   |   |
| <ul style="list-style-type: none"> <li>● Balance between the amount, location, and type of growth (through in fill development and re-development), and available resources including water, energy, food, housing, and transportation.</li> <li>● Neighborhoods exhibit a sense of place with a focal community center, and improved connectivity whereby access is provided to daily necessities, including limited commercial activity, transit, community services, and open spaces for gathering and recreation.</li> </ul> | X   |   |
| <b>EXISTING GOALS IN GENERAL PLAN/LAND USE ELEMENT</b>   |   |   |
| <b>Live Within Resources</b><br>The City shall live within its resources by balancing development with available resources and maintaining the established character of the City. (Pg. 71)   | Goal is updated in Policy Preference LUGM Goal            |   |
| <b>Services and Facilities</b><br>Provide adequate public services and facilities to all the residents of the community. (Pg. 73)  |   | Public Services and Safety                          |
| <b>Ensure a Strong Economy</b><br>Ensure a strong economy that provides the revenue base necessary for essential services and community enhancements and provides diverse job opportunities. (Pg. 74)  |   | Economy and Fiscal Health                           |
| <b>Ensure Affordable Housing</b><br>Ensure affordable housing opportunities for all economic levels of the community. (Pg. 75)   |   | Housing Element                                     |

| <b>GOALS</b>  | <b>Carry Forward To<br/>Land Use Growth<br/>Management Element</b> | <b>Move To<br/>Or Addressed In Other Element<br/>or Plan</b>  |
|---|--|---|
| <b>Maintain Unique Desirability</b><br>Maintain the unique desirability of Santa Barbara as a place to live, work and visit.<br>(Pg. 77)  |  | Historic Resources and Community<br>Design  |
| <b>Provide Safe and Convenient Transportation</b><br>Provide safe and convenient transportation through improved traffic and circulation and increased parking. (Pg. 78)  |  | Circulation Element Goals   |
| <b>EXISTING GENERAL PLAN GOALS</b>  |  |   |
| <b>Planning Goals</b><br>Dedicate City policy to effective and creative planning for the future.<br>Commence a comprehensive planning program for the City including all appropriate technical and intellectual disciplines and all cultural and economic segments of the community. (Pg. 27)   |  | Include in Introduction of General<br>Plan as a broad planning goal that City<br>policy has effectively and creatively<br>looked towards the future.  |
| <b>Social Goals</b><br>Encourage the widest possible citizen participation in local government. <ul style="list-style-type: none"> <li>● Welcome and encourage minority group participation in City government.</li> <li>● Revise qualifications and limitations for elective and appointive positions to allow participation by electors presently precluded because of age, income, or duration of residence.</li> <li>● Council and Commission should meet in the evening, as necessary and appropriate, so that all citizens can take part.</li> </ul> Institute a broad, community-wide, implementation-oriented program for the redress of social problems emphasizing causes, such as lack of educational and employment opportunities for the economically disadvantaged, rather than symptoms. Make provision for the Community Relations Commission to be adequately funded and staffed with competent personnel to accomplish this goal.<br>Ensure that actions of local government are fully responsive to social problems as well as to physical, economic, and political problems. (Pg. 27) |  | These need to be covered in the<br>overall introductory and sustainability<br>sections of the General Plan. They<br>should all bridge back to past General<br>Plans and reflected in history section. |

| <b>GOALS</b>  | <b>Carry Forward To<br/>Land Use Growth<br/>Management Element</b>   | <b>Move To<br/>Or Addressed In Other Element<br/>or Plan</b>                   |
|---|--|--|
| <p><b>Economic Goals</b></p> <p>Promote the economic health of the City by encouraging activities and improving qualities in the City which stimulate the vitality and appropriate growth of the following elements of the economic base.</p> <ul style="list-style-type: none"> <li>● Properties and Pensions: Revenues resulting primarily from pensions and ownership of property outside the area by Santa Barbara residents.</li> <li>● Visitors and Tourism: Including business and conference visitors as well as vacationers and tourists.</li> <li>● Research and Administrative Centers: Offering local employment and payrolls with funds coming to Santa Barbara from outside the area. (Pg. 27)</li> </ul> |  | <p>Goals are updated in Policy Preferences Economy and Fiscal Health Goals</p> |
| <p><b>Population Density Goals</b></p> <p>The ultimate population and number of dwelling units must not exceed the level provided for by the current General Plan for the City of Santa Barbara. Institute comprehensive studies to determine the effect of this population density on people from the standpoint of all environmental factors. In response to the results of such studies, reduce the maximum density to whatever extent required to ensure the community a physically, mentally, and morally healthful environment. (Pg. 27)</p>  | <p>Living Within Our Resources Goals and Policies that are covered in Policy Preferences Land Use and Growth Management Element. Adaptive Management Program will also implement this.</p> |  |
| <p><b>City Character and Quality goals</b></p>  |  |  |
| <p>Maintain the character of Santa Barbara primarily as a low-density residential community. (Pg. 28)</p>   | <p>Overall single family residential areas still low density. We are now characterizing as “small town character.”</p>   |  |

| <b>GOALS</b>  | <b>Carry Forward To<br/>Land Use Growth<br/>Management Element</b>   | <b>Move To<br/>Or Addressed In Other Element<br/>or Plan</b>                        |
|---|--|---|
| Continue the policy of neither encouraging through incentives nor discouraging by penalties cluster and planned unit developments in single-family areas with the exception of encouraging affordable housing developments which, when consistent with Section 28.87.400 of the Zoning Ordinance and State law, shall be granted up to 25% bonus density units when required by State law. (Pg. 28) | Implemented in the Zoning Ordinance and through State law and carry forward in Growth Management Land Use Element. |   |
| Extend the City's architectural review and control to include single-family residential tracts and hillside grading and development. Exercise more control over roof design and materials. (Pg. 28)   |  | Implemented in the zoning ordinance and design guidelines.                          |
| Require landscaping and maintenance in all developments. Limit the removal of substantial trees. (Pg. 28)   |  | Implemented in the zoning ordinance and guidelines and in the Conservation Element. |
| Prohibit pole signs, garish illuminated signs, and other obtrusive displays. Require the eventual removal of all non-conforming signs. (Pg. 28)   |  | Implemented via Sign Ordinance.   |
| Recognize the tremendous threat to the community's environment that is presented by all forms of pollution and institute strong programs for the elimination of such abuses, regardless of cost. (Pg. 28)   |  | Covered by environmental policies and programs.                                     |
| Develop a program to achieve maximum recycling of the resources and goods used in the community. (Pg. 28)   |  | Covered in Public Services and Safety Policies in PP Report.                        |
| Establish development, performance, and location standards for automobile service stations to bring them up to a quality level consistent with a desirable Santa Barbara standard and stop the unnecessary proliferation of service stations along the major streets in the community. (Pg. 28)   |  | This has been done and implemented through the zoning ordinance CUP Section.        |
| Strengthen El Pueblo Viejo District by limiting it to include only those areas of significant historical interest, by broadening the involvement of the Architectural Board of Review and the Advisory Landmarks Committee and by recording and preserving in cooperation with the County, all individual sites and buildings of historical importance throughout the South Coast area. (Pg. 28)    |  | Historic Resources Community Design Element   |

| <b>GOALS</b>   | <b>Carry Forward To<br/>Land Use Growth<br/>Management Element</b> | <b>Move To<br/>Or Addressed In Other Element<br/>or Plan</b>  |
|--|--|---|
| Exercise all available municipal powers to achieve the undergrounding of all overhead utilities in the community before the end of this century. (Pg. 28)                                      |  | Implemented through Undergrounding of Utilities Ordinance 22.38. but keep and move this goal to Public Safety Element.  |
| <b>Local Government Unification Goals</b>  |  |   |
| Short Range: Simplify the present City boundaries by encouraging annexation of unincorporated islands and peninsulas of land contiguous to the City. (Pg. 28)                                  |  | Still applicable. Move to “Governance and Regionalism.”   |
| Intermediate Range: Merge, under one government, the City of Santa Barbara and the residential communities of Hope Ranch and Montecito. (Pg. 28)   |  | Carry over the General Plan Document in the Introduction section as “Governance and Regionalism.” Amend to “Merge under one government, the City of SB and the area included in the City’s sphere of influence.” The older sphere included Hope Ranch and Montecito at one time, probably when this goal was written, Montecito sphere was pulled back in the early 90s to allow for an incorporation vote, which barely lost. Sphere was not pulled back over Montecito, and there doesn’t seem to be any interest in doing so at this point, so characterize as our sphere. |
| Long Range: Support the establishment of the best possible government for the South Coast area, from Gaviota to the Rincon. could be what is ultimately decided) (Pg. 29)                      |  | Move to “Governance and Regionalism.”   |
| <b>Building Height Goals</b><br>Incorporate the current building height limits into the City Charter.<br>Maintain the building height limits currently contained in the City Zoning Ordinance. |  | Is in the Charter and Zoning Ordinance. Also, included in Historic Resources and Community Design Draft Policy Preferences  |

| <b>GOALS</b>  | <b>Carry Forward To<br/>Land Use Growth<br/>Management Element</b> | <b>Move To<br/>Or Addressed In Other Element<br/>or Plan</b>   |
|---|--|--|
| <p><b>Transportation Goals</b></p> <p>Provide a mass transit system, in cooperation with the County, to include:</p> <ul style="list-style-type: none"> <li>● Express bus service throughout the South Coast area.</li> <li>● Local collector service.</li> <li>● Bicycle and automobile parking facilities terminals.</li> </ul> <p>Provide a major street system adequate to serve the City's projected population at a level of service below that which would allow the free flow of peak hour traffic. Provide that the design of the circulation system be responsive to the following principles:</p> <ul style="list-style-type: none"> <li>● Use innovative design in future circulation system element, providing a departure from the standard grid system.</li> <li>● Remove on-street parking as the first technique, before widening or other physical improvement, to increase the capacity of any street.</li> <li>● Do not expand the freeway beyond six lanes.</li> </ul> |  | <p>Covered by Circulation Element Goals and Circulation Draft Policy Preferences Policies</p>                      |
| <p>Prepare comprehensive and specific plans for all City-owned property at the Municipal Airport. Cooperate with the County of Santa Barbara and UCSB in planning for the unincorporated areas related to or affected by the Airport operations. Provision should be made for:</p> <ul style="list-style-type: none"> <li>● Airport facilities, including uses directly related to aeronautics.</li> <li>● Uses not related to aeronautics where appropriate.</li> <li>● Uses of private lands affected by airport activities.</li> </ul>   |  | <p>This has been done with the Airport Facilities Plan and the Airport Industrial Area Specific Plans and LCP.</p> |

| <b>GOALS</b>   | <b>Carry Forward To<br/>Land Use Growth<br/>Management Element</b>   | <b>Move To<br/>Or Addressed In Other Element<br/>or Plan</b>   |
|--|--|--|
| <p><b>Harbor and Shoreline Goals</b></p> <p>Prepare and adopt a comprehensive plan to guide development and use the shoreline and water areas.</p> <ul style="list-style-type: none"> <li>● Investigate the feasibility of an inland marina.</li> <li>● Determine the best balance between interests of all harbor users, including those who use the harbor for walking and viewing and the optimum recreational usage of resources available.</li> <li>● Determine the optimum balance between areas devoted to beaches, harbor, and parks.</li> </ul> <p>Provide a harbor, wharf, beach, and ocean-related environment for the entire community through retention of all publicly owned waterfront property for public use and by the appropriate improvement and maintenance of these facilities. Leases of public lands should only be granted, renewed, or extended for marine-oriented use, except uses inconsistent with other goals contained herein, such as activities associated with oil exploration and/or production.</p> <p>Establish and enforce a water quality standard designed to preserve the ecology of harbor and shoreline waters and control all forms of water pollution.</p> <p>For further elaboration, discussion, and statements of implementation necessary to accomplish these goals, reference is made to the report of the Citizens General Plan Goals Committee, April 1971, entitled “City of Santa Barbara—Goals.”</p> |  | <p>This goal is carried out by the Local Coastal Plan that was adopted subsequent to the development of these General Plan policies.</p> |
| <p><b>Circulation Element Goal 13</b></p> <p>Apply land use planning tools and strategies that support the city’s mobility goals</p>   | <p>This goal needs to be restated (brought over) to the Land Use and Growth Management Element. However, until Circulation Element is updated, it will also stay in the Circulation Element.</p> |  |

## Existing Land Use POLICY Recommendations

| Policy Direction <sup>1</sup>   | Carry Forward to Land Use Growth Management Element   | Move To Or Addressed In Other Element or Plan |
|---|---|---|
| <b>EXISTING GPA 1990 POLICIES</b>   |   |   |
| <b>Live Within Resources</b><br>1.3 Any new or pending non-residential project may be constructed only if it will not cause a significant and unmitigated adverse impact on any of the following: <ul style="list-style-type: none"> <li>● The City's water resources.</li> <li>● Traffic within the City.</li> <li>● The supply of affordable housing in the City and South Coast area.</li> </ul> A finding shall be made that resources will be available and traffic improvements will be in place at the time the project is ready for occupancy. (Pg. 71) | This policy will ultimately be combined with Policy LG2 a-c in the Growth Management Policies. It is expected that this policy will be revised to reflect the outcome of the EIR and PlanSB process and include these and/or other critical resources that have to be considered in project review. |   |
| <b>Services and Facilities Policy</b><br>2.1 The City shall pursue a variety of financing sources for capital improvements and services.<br>2.2 The City's capital improvement planning shall be tied to the rate and amount of future growth. (Pg. 73)   |   | Public Services and Safety                    |
| 2.3 The City recognizes that a need for child care facilities and programs exists and may intensify with additional development. The City shall encourage development which provides for child care facilities and programs. (Pg. 73)   | Childcare policy will be maintained as part of the Land Use Element update in the discussion of sustainable neighborhoods. Particularly as the downtown policies encourage housing downtown, centrally located childcare is an important component for people that live/work downtown.              |   |

<sup>1</sup> Note new draft policies recommended by Council in the Draft Policy Preferences identified on separate exhibit. Also, the policies and/or policy direction that has been implemented, superseded or obsolete are also identified on a separate exhibit.



| Policy Direction <sup>1</sup>   | Carry Forward to Land Use Growth Management Element | Move To Or Addressed In Other Element or Plan |
|---|---|---|
| <b>Ensure a Strong Economy Policies</b><br>3.1 Provide funding opportunities for growth and rehabilitation in the Downtown and Waterfront areas of the City in order to maintain protect and enhance the City’s important retail and visitor-serving uses.<br>3.2 The City recognizes the economic importance of small business in the community and shall promote programs to encourage their continued economic vitality and flexibility in future expansion.<br>3.3 Encourage and promote economic development of minority businesses in the community to assist in preserving cultural diversity.<br>3.4 Recognize the City of Santa Barbara as part of a regional economic base within the South Coast. (Pg. 74) |   | Economy and Fiscal Health                     |
| <b>Ensure Affordable Housing Policies</b><br>4.1 Residential development shall be considered the highest priority of development in the future.<br>4.2 Options for providing additional housing opportunities shall be explored where appropriate in nonresidential zones.<br>4.3 Joint housing development opportunities shall be explored with the County of Santa Barbara and the City of Carpinteria. (Pg. 75)  |   | Housing Element                               |
| <b>Maintain Unique Desirability Policy</b><br>5.1 Special area studies shall be conducted to identify zoning provisions and design standards to encourage appropriate development. (Pg. 77)   |   | Historic Resources<br>Community Design        |

| Policy Direction <sup>1</sup>   | Carry Forward to Land Use Growth Management Element | Move To Or Addressed In Other Element or Plan |
|---|---|---|
| <b>EXISTING POLICY DIRECTION FROM TEXT IN THE LAND USE ELEMENT (PGS. 31-45. 107-112)</b>  |   |   |
| <b>For Downtown:</b><br>1. In order to reinforce continued health for the downtown as an economic asset of the community, it is important that the following types of existing land uses be encouraged <ul style="list-style-type: none"> <li>• Offices, Administrative, and Governmental Uses</li> <li>• Retail shopping</li> <li>• Specialty shops, restaurants and locally owned small businesses that cater to tourists, visitors and local residents</li> <li>• Businesses, institutional uses, and services that cater to household needs, including grocery stores</li> <li>• Banking and Financial Institutions</li> <li>• Cultural Arts</li> </ul> 2. Retain and enhance pedestrian relationships between the retail uses in the business areas of the MODA.<br>3. Explore eliminating vehicular travel on State Street in the downtown area. Continue to support venues, facilities, events, and public artwork within the cultural arts district informally recognized as the area bound by Carrillo Street, Micheltorena, Anacapa and Chapala Streets as well as surrounding areas. | X   |   |
| <b>For Low Density Residential Areas:</b><br>1. Subdivisions of single-family and two-family lands with a 10% or greater average slope shall comply with slope density standards as set forth in the City's Zoning Ordinance.<br>2. Explore the transfer of permitted densities from one property to another within residentially zoned properties as long as there is no increase in the overall allowed general plan densities. (Pgs. 42 – 44)  | X   |   |

| <b>Policy Direction <sup>1</sup></b>  | <b>Carry Forward to Land Use Growth Management Element</b> | <b>Move To Or Addressed In Other Element or Plan</b> |
|---|--|--|
| Support the Trust for Historic Preservation in its efforts to rebuild the El Presidio for historical, cultural, educational, and aesthetic reasons balanced with the needs of the downtown and community as a whole.                                      |  | Historic Resources and Community Design              |
| Consider renaming prosaic “State Street” to something more in keeping with the community such as a return to the original “Estado.”   |  | Historic Resources and Community Design              |
| Create a residential transfer of density rights for residential properties developed with historically significant buildings to enable the preservation of historical buildings without exceeding the recommended overall allowed general plan densities. |  | Historic Resources and Community Design              |
| Reinforce policies to preserve existing residential uses in the commercial zones.   |  | Housing Element                                      |
| City facilities shall be maintained and operated in a manner which will enable them to coexist compatibly with surrounding land uses.   |  | Public Services and Safety Element                   |
| <b>EXISTING POLICY FROM CIRCULATION ELEMENT</b>   |  |  |
| 13.6 Identify specific suitable areas and encourage the development of schools, preschools, or day care centers that are compatible with surrounding land uses and that minimize travel demand.   | Fold into existing Policy 2.3 above.                       |  |
| <b>RECOMMENDED NEW MULTI-GENERATIONAL NEEDS POLICY</b>  |  |  |
| Develop facilities to serve the multigenerational needs of the community.   | X  |  |

## Existing Land Use POLICY (pages 31-45) Completed, Superseded (or Updated), or Obsolete

| POLICY TEXT DIRECTION  | COMMENTS  | C <sup>1</sup> | S/U <sup>2</sup> | O <sup>3</sup> |
|--|---|----------------|------------------|----------------|
| 1. Recognition of importance of shoreline to the City as a whole. Retain shoreline area for the general public, extend ownership where appropriate, and preserve and improve the shoreline for full, balanced public use as continuing city policy. (Pg. 31)   | Since original General Plan was written, the Local Coastal Plan (LCP) and Harbor Master Plan have been adopted and include this policy direction. The Land Use and Growth Management Element will include a brief general description of the importance of shoreline and harbor area and will cross reference the LCP and Harbor Master Plan.   |                | X                |                |
| 2. Relationship of Santa Barbara to the ocean must remain open and free of impediments in order to permit the maximum enjoyment of the natural qualities available. (Pg. 31)   | Same comment as above to keep this type of language in general description.   |                | X                |                |
| 3. Adjacent lands to shoreline must be carefully planned for appropriate uses and activities. The railroad yards and main line and the heavy industrial uses now located close to Cabrillo Boulevard must eventually be relocated to more appropriate areas and the land freed by this be converted to shoreline-oriented uses. (Pg. 32) | LCP policies address appropriate uses in the coastal zone. Relocating the railroad line is not a consideration. The industrial areas <u>along</u> Cabrillo are now Fess Parkers Doubletree Hotel, Chase Palm Park and surrounding areas are zoned OC, Ocean-Oriented Commercial (established in 1999) and OM-1, Ocean-Oriented Light Manufacturing as well as HRC-2, Hotel and Related Commerce Zones.<br><br>Policy 4.6 in LCP recommends railroad property area to be for visitor serving and recreational opportunities. (Not currently amending LCP). | X              | X                |                |
| 4. The new wastewater treatment plant, located between Cabrillo Boulevard and the freeway, must be suitably designed, landscaped, and operated in a manner which will enable it to coexist compatibly with the shoreline-oriented uses. (Pg. 32)   | El Estero plant is developed and has co-existed adequately with surrounding uses.<br><br>However, the general upkeep of public facilities should be a general policy in Public Services/Safety Element when that Element is processed.  | X              |                  |                |

<sup>1</sup> Completed

<sup>2</sup> Superseded or Updated

<sup>3</sup> Obsolete

| POLICY TEXT DIRECTION   | COMMENTS   | C <sup>1</sup> | S/U <sup>2</sup> | O <sup>3</sup> |
|---|--|----------------|------------------|----------------|
| <p>5. The lands on each side of the wastewater treatment plant, toward the proposed site for Market Housing to the west and the Hotel-Conference Center to the east, to the extent possible in context with market conditions, should emphasize ocean-oriented industries which require a close-to-the-water location. Such activities as boat building and repair facilities, seafood processing plants, surfboard manufacturing, sail making, and a variety of other ocean-oriented businesses and industries would be most appropriate. (Pg. 32)</p>             | <p>Now HRC-1 and HRC-2 adjacent to El Estero. OM-1 and OC, more to the west, are ocean oriented zoning.</p> <p>The general land use categories and harbor/shoreline area will be described in Land Use and Growth Management Element when do the write up of the area.</p> | X              | X                |                |
| <p>6. The expansion of Palm Park northward is recommended to provide for recreational features and parking areas within uncrowded, generous spaces along the shoreline. Such an expansion requires the realignment of Cabrillo Boulevard northward toward the present location of the Southern Pacific Railroad tracks. In order to allow for the optimum expansion of Palm Park, this realignment should occur approximately between Cabrillo Boulevard's intersection with Garden Street and Punta Gorda Street, within the East Beach neighborhood. (Pg. 32)</p> | <p>Chase Palm Park expansion completed.</p>  | X              |                  |                |
| <p>7. Because Cabrillo Boulevard is now a State Highway (No. 225), and is recommended in the General Plan to be designated as a State Scenic Highway, the planning, design, and maintenance standards of the existing route and the proposed realignment are discussed on Page 90 of the Scenic Highways Element. (Pg. 32)</p>  | <p>Cabrillo Blvd. deleted from State Highway system and jurisdiction transferred to Santa Barbara. Already in Scenic Highways Element.</p>   |                | X                |                |
| <p>8. The use of Stearns Wharf is intended to be recreational, for the enjoyment of the City inhabitants and visitors. Any development that takes place on Stearns Wharf must be designed in recognition of this fact, and should include a limitation on vehicular access. In an ocean-oriented community such as Santa Barbara, a wharf is a unique and desirable asset, and its primary reason as stated above must be protected and preserved. (Pg. 32)</p>   | <p>Addressed in LCP (Component 8). Not needed in Land Use And Growth Management Element also but will add importance of Stearns Wharf to locals and visitors in general description of harbor and shoreline area.</p>  |                | X                |                |

<sup>1</sup> Completed

<sup>1</sup> Superseded or Updated

<sup>1</sup> Obsolete

| POLICY TEXT DIRECTION  | COMMENTS  | C <sup>1</sup> | S/U <sup>2</sup> | O <sup>3</sup> |
|--|---|----------------|------------------|----------------|
| 9. All activities in the shoreline area should be connected to each other, to the transportation center, and to the CBD by a people mover, or shuttle system. (Pg. 33)   | Implemented with the Downtown Waterfront shuttle and also covered by policies in Circulation Element Chapters 3 and 9.  | X              |                  |                |
| 10. The necessity for creating a positive, unbroken link between the downtown area and the harbor is also an integral part of any harbor and shoreline planning. These two areas, being the major elements in the heart of the City, must be dynamically tied together with attractive and functional linkages to permit pleasant circulation by pedestrians, bicyclists, motorists, and public transportation. (Pg. 34) | This policy was implemented with the completion of the cross-town freeway and dedicated undercrossing for State Street. Significant investment in wide promenade sidewalks between Downtown has occurred and is planned for the final stretch between the railroad tracks and Mission Creek. Also addressed in Policy 9.1.2 of the Circulation Element. |                | X                |                |
| 11. It is critical that future growth in the CBD emphasize the further concentration, intensification, and more efficient use of the present core rather than by following the usual pattern of outward growth, increasing the amount of land and decreasing the efficiency and effectiveness of the uses within the area. (Pg. 36)  | The primary focus of development over the past 29 years has been within the Downtown core. Newly proposed policy continues this core-focus within the MODA with the addition of transit corridors.  |                | X                |                |
| 12. Ideally, shoppers who drive should be able to drive their autos into the CBD and directly into parking facilities with little or no conflict with the pedestrians. After parking their autos, such shoppers should be able to conduct all of their business, as pedestrians, all within a reasonable distance of their parked autos. (Pg. 35)  | The “park once” concept has been implemented throughout Downtown as prescribed in this policy. Also covered in Chapter 8 of Circulation Element (Availability of Parking Downtown).   |                | X                |                |
| 13. Whatever the reasonable distance is, an efficient shuttle system along State Street could enhance it for some people so, as shoppers, they could reasonably park and ride throughout the downtown, as well as park and walk. (Pg. 36)  | The shuttle system has been implemented for State Street. Also, Circulation Element Policies in Chapters 3 and 9 address this.  |                | X                |                |

<sup>1</sup> Completed

<sup>1</sup> Superseded or Updated

<sup>1</sup> Obsolete

| POLICY TEXT DIRECTION  | COMMENTS   | C <sup>1</sup> | S/U <sup>2</sup> | O <sup>3</sup> |
|--|--|----------------|------------------|----------------|
| 14. Access to the parking facilities from main traffic carriers outside the district should be direct and with a minimum of conflict with pedestrian travel. Service access and facilities should be provided along with the parking facilities. The area contained in the CBD must be limited to provide for a reasonable pedestrian relationship between all of its integral parts. (Pg. 36)                                   | Circulation Element Chapter 5 and the Pedestrian Master Plan address this.   |                | X                |                |
| 15. The CBD and Civic Center can become a dynamic unit with each of its parts complementing the others to form a well-knit and thriving commercial, cultural, and governmental core to the City and South Coast Region. (Pg. 37)   | Over the past 20 years, this policy has been successfully implemented. Existing downtown policies support this.  |                | X                |                |
| 16. To accomplish this, immediate action is necessary to stop the gradual spread of governmental functions away from the central area. Several additional administrative offices of City Departments should eventually be moved into an expanded City Hall, rather than being located several blocks away, out of the Civic Center, and remote from the necessary direct contact with other City Departments. (Pg. 37)           | Not current policy to relocate other city departments to an expanded City Hall. The 630 Garden building was constructed after this policy already existed. |                |                  | X              |
| 17. An additional way the City can strengthen its commercial, cultural, and governmental core is to encourage residential uses to be located downtown above the stores, shops, and offices in the CBD. Such a mix of commercial, governmental office, and residential activity would enhance and enliven Santa Barbara's downtown and would provide an interesting environment in which some people would like to live. (Pg. 38) | Covered by MODA policy and existing situation downtown.  |                | X                |                |

<sup>1</sup> Completed

<sup>1</sup> Superseded or Updated

<sup>1</sup> Obsolete

| POLICY TEXT DIRECTION   | COMMENTS  | C <sup>1</sup> | S/U <sup>2</sup> | O <sup>3</sup> |
|---|---|----------------|------------------|----------------|
| 18. Toward this end, the General Plan recommends that the lands along each side of West Carrillo Street, from a point mid-block between Chapala and De la Vina Streets westerly toward the 101 Freeway, be developed with low-intensity commercial uses. New development should utilize cross streets for access whenever possible rather than taking access off Carrillo Street. This area should be zoned in accordance with the General Plan Goal to have West Carrillo Street serve as an attractive entrance to the CBD which is developed with low-intensity uses. (Pg. 38) | This area is now shown in the MODA, and mixed use/residential encouraged, so MODA policy supersedes and not consistent with original policy direction of low intensity commercial uses. Area has recently been developed with Casa de Las Fuentes, and Carrillo SROs therefore changing with residential uses. The Ralphs Grocery store has also been developed since this policy direction.<br><br>Circulation Element Policy 10.1 addresses Carrillo Street at 101 as a gateway corridor. |                | X                |                |
| 19. The public parking program should be extended south of De la Guerra Street to provide much-needed facilities in the <i>News-Press</i> block and to service the lower State Street area as it undergoes redevelopment in the future. (Pg. 38)  | This policy has been implemented the exception of the City Hall block.<br><br>Policy Preference Policy C13- C15 deals with parking in CBD/downtown.   |                | X                |                |
| 20. Efforts should also be made to correct the practice of CBD employees parking on-street in adjacent residential areas. Suggested methods are incentives for car-pooling, employee parking lots, and incentives for using other modes of transportation. A possible solution may have to be the termination of all-day parking. (Pg. 39)  | Policy Preference Policy C1 and C13 and the entire Circulation Element cover this (Chapter 8). The residential parking program also serves to deter employees parking on streets in residential areas.  |                | X                |                |
| 21. Rather than eliminating the center dividing strip which now exists between Mission and Constance streets, as has been proposed by some as a means to expedite traffic on that portion, the center strip should be extended down to the proposed Paseo Estado and, below that, from the Paseo all the way to Cabrillo Boulevard. The basic circulation pattern, which we shall explore later, should provide the necessary vehicular capacity to alleviate problems which may arise by the changes in State Street as a carrier of through traffic. (Pg. 39)                   | This has not been a consideration in at least the past 20 years and not currently a consideration.  |                |                  | X              |

<sup>1</sup> Completed

<sup>1</sup> Superseded or Updated

<sup>1</sup> Obsolete



| POLICY TEXT DIRECTION   | COMMENTS  | C <sup>1</sup> | S/U <sup>2</sup> | O <sup>3</sup> |
|---|---|----------------|------------------|----------------|
| 22. The Plan places the Transportation Center for the South Coast area in the ideal location between the waterfront and the central Core of Santa Barbara, adjacent to the railroad and the freeway. (Pg. 39)   | This policy was never implemented and has been determined to be obsolete. Policy Preferences Policy C-7 includes the new direction.   |                | X                |                |
| 23. Frequent shuttle service on State Street from Cabrillo Boulevard, through the Transportation Center and around the Paseo Estado, would attract many South Coast shoppers to use the regional transportation system and thus relieve the Core area of a portion of its automobile traffic and parking problems. To attract these regional commuters—the people in the Carpinteria and Goleta areas—the Plan proposes a high-speed, limited stop line, along the roadbed of the Southern Pacific Railroad. The ultimate building of an independent line, such as a monorail or other more advanced form of mass transit, must await the development of a much greater South Coast population than is anticipated in the near future. (Pg. 39) | Since the original Plan was prepared, bus transportation in the City has significantly expanded. The possibility of future commuter rail is noted in C6.  |                |                  | X              |
| 24. While other retail and service commercial uses can and do exist harmoniously with each other and offer mutual support, new and used car and trailer sales, along with repair garages and shops, exist well together but clash with other commercial activities. It is important to identify an area suitable for these uses, within which they can concentrate to the exclusion of non-allied commerce. Such an area is indicated on the Plan on the lower west side of the downtown area, bordered on the south by the freeway, on the west by the Castillo interchange, on the north by Haley Street, and on the east by State Street. (Pg. 40)   | 24-26 go together under the Automobile Center discussion in original Plan. The centralized automotive center is now at Hope and Hitchcock (Rancho Arroyo). However, when describing this particular area of the lower west side of downtown as a neighborhood, need to recognize existence of many repair garages and shops which while auto dependency is discouraged, these services are still a necessity. |                |                  | X              |
| 25. The definition of an automobile center goes beyond a conventional multiple-lot design to a broader and more integrated concept design. The opportunity to provide the auto shopper the same comfort, convenience and attractive atmosphere proposed for the CBD through the use of similar design devices is apparent here. (Pg. 40)  | Same comment as above.  |                |                  | X              |

<sup>1</sup> Completed

<sup>1</sup> Superseded or Updated

<sup>1</sup> Obsolete

| POLICY TEXT DIRECTION  | COMMENTS  | C <sup>1</sup> | S/U <sup>2</sup> | O <sup>3</sup> |
|--|---|----------------|------------------|----------------|
| <p>26. The General Plan visualizes a campus-like, heavily-landscaped design concept featuring a unifying theme emphasizing an educational and recreational atmosphere that will stimulate interest in participating in the activities offered by the center. Should additional land area be required, expansion easterly across State Street into the area between Gutierrez Street and the 101 Freeway could be considered as long as it does not conflict with any necessary General Commercial development. (Pg. 40)</p>  | <p>Now that Rancho Arroyo is developed, there are no plans for this area to be a campus like auto center.</p> |                |                  | X              |
| <p>27. The General Plan recognizes that there are existing smaller lots in both two-family and multiple-family areas where development would be confined to single-family homes if a density of twelve dwelling units to the acre were required in every instance.</p> <p>Therefore, in order to enable such parcels of land to develop in accordance with the surrounding type of development, it is recommended that provisions be established in the Zoning Ordinance to allow for a two-family home on existing small lots above a certain minimum size in duplex areas, and to allow for a triplex on existing small lots above a certain minimum size in multiple family areas. (Pg. 43)</p> | <p>This goal is implemented through zoning standards in R-2 and R-3, R-4 zoning.</p>                          |                | X                |                |
| <p>28. Also, the City has executed an agreement calling for greater density on the parcels known as “Santa Barbara Highlands.” It is expected that densities approved pursuant to the agreement will occur. (Pg. 44)</p>   | <p>This has been carried out with the development of The Santa Barbara Highlands condos.</p>                  | X              |                  |                |

<sup>1</sup> Completed

<sup>1</sup> Superseded or Updated

<sup>1</sup> Obsolete

| POLICY TEXT DIRECTION |   | COMMENTS   | C <sup>1</sup> | S/U <sup>2</sup>  | O <sup>3</sup> |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
|-----------------------|---|--|----------------|-------------------|----------------|------------------|---------|-----------------|---------|-----------------|---------|----------------------|---------|-----------------|--------|--|--|---|--|
| 29.                   | While such special residential development procedures may be desirable in certain situations, incentives in the form of increased maximum-allowable densities should be avoided. The total number of dwelling units allowed under special development regulations should not exceed those obtainable on the land through standard subdivision procedures, with the exception of affordable housing developments which shall be granted up to 25% bonus densities when required by State law. (Pg. 45)   | This discussion pertains to the preservation of steeper and open hillside areas by grouping dwellings onto smaller individual parcels. The PUD (Planned Unit Development) ordinance provides standards consistent with this policy. Subdivisions must comply with density and lot area requirements unless development includes bonus density for affordable housing. Plan SB density policies will deal with allowed densities in SF and other zones. |                | X                 |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
| 30.                   | 1.1 A nonresidential growth cap from 1990 until 2010 of three (3) million square feet has been established. Any development carried out under the Growth Cap shall be contingent upon the availability of resources. The three (3) million square feet of nonresidential development potential shall be allocated to the following five (5) categories:<br><table><tr><td>Category</td><td>Square footage</td></tr><tr><td>Approved Projects</td><td>900,000</td></tr><tr><td>Pending Projects</td><td>700,000</td></tr><tr><td>Vacant Property</td><td>500,000</td></tr><tr><td>Small Additions</td><td>600,000</td></tr><tr><td>Community Priorities</td><td>300,000</td></tr><tr><td>Minor Additions</td><td>Exempt</td></tr></table> (Pg. 71) | Category   | Square footage | Approved Projects | 900,000        | Pending Projects | 700,000 | Vacant Property | 500,000 | Small Additions | 600,000 | Community Priorities | 300,000 | Minor Additions | Exempt | This policy direction is superseded by Policy Preferences LG2 that still remains to be developed as a result of the EIR analysis and growth management decisions by Council. |  | X |  |
| Category              | Square footage  |  |                |                   |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
| Approved Projects     | 900,000   |  |                |                   |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
| Pending Projects      | 700,000   |  |                |                   |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
| Vacant Property       | 500,000   |  |                |                   |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
| Small Additions       | 600,000   |  |                |                   |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
| Community Priorities  | 300,000   |  |                |                   |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
| Minor Additions       | Exempt  |  |                |                   |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |
| 31.                   | 1.2 Allocations for small additions to existing businesses shall be established, based upon the availability of resources, of 30,000 square feet annually for the twenty (20) year General Plan horizon. (Pg. 72)   | Same comment as above. This is still to be determined as the program that will replace the Development Plan Ordinance is developed.  |                | X                 |                |                  |         |                 |         |                 |         |                      |         |                 |        |  |  |   |  |

<sup>1</sup> Completed

<sup>1</sup> Superseded or Updated

<sup>1</sup> Obsolete

| POLICY TEXT DIRECTION   | COMMENTS  | C <sup>1</sup> | S/U <sup>2</sup> | O <sup>3</sup> |
|---|---|----------------|------------------|----------------|
| 32. Circulation discussion of primary circulation system including streets –See General Plan/Land Use Element pages 107-112   | The description and direction for circulation system has been updated and incorporated into Chapter 10 of the Circulation Element. However, we should incorporate into the history of the General Plan the relevant discussion of the freeway and landscaping because still very relevant today and is the foundation of current related policies. It is important to note that both the Pedestrian Master Plan and the Highway 101 Design Guidelines also address either the “freeway” or “landscaping.” |                | X                |                |
| 33. Provide Safe and Convenient Transportation Policy<br>6.1 The Circulation Element shall be amended to be consistent with the growth limit and new zoning concept.<br>6.2 Existing planned capital improvements shall be completed, including the Downtown Area Streets Program and Outer State Street Area I and II Improvements. Potential additional capital improvements shall be identified within the Circulation Element Update.<br>6.3 Regional coordination shall be established to explore ways to accommodate additional traffic on the freeway and explore other methods of improving traffic flow. | This is policy direction from GPA 1990 that has been completed with the updated Circulation Element.  |                | X                |                |

<sup>1</sup> Completed

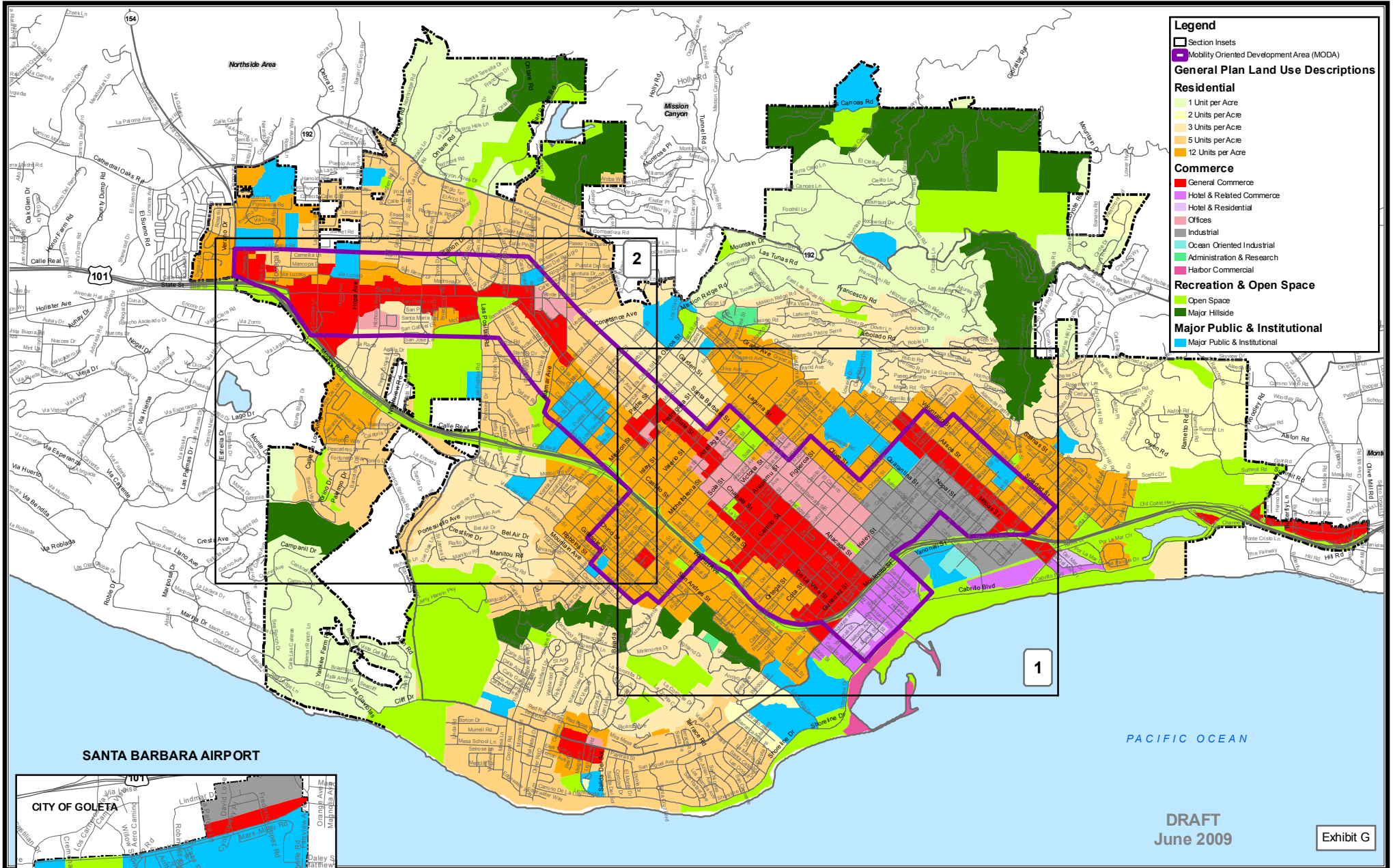
<sup>1</sup> Superseded or Updated

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## Upper State Street LONGER-TERM IMPROVEMENTS

### General Plan Update and Citywide Programs

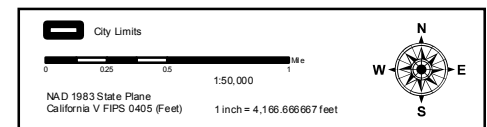
| Policy Direction for General Plan Update  | Comments  |
|---|---|
| a. <u>La Cumbre Plaza Specific Plan.</u> Prepare an initial framework for a future La Cumbre Plaza Specific Plan for the eventual redevelopment of the site based on the analysis in the Upper State Street Study, including identification of applicable parcels, and issues to be addressed in the future specific plan (see Figure 10). Include consideration of a mixed commercial and residential village approach and possible public improvements such a transit center, open space/public park, pedestrian connections, east/west vehicle circulation connections, and parking structure. ( <i>City program</i> ) | Incorporate into future Sustainable Neighborhood Plans for this area.   |
| b. <u>Land Uses and Density Standards.</u> Reconsideration of land uses and residential density standards, including variable density and unit size, are community issues, and policies will be examined within a citywide context. ( <i>General Plan Update</i> )  | This effort is being undertaken with the unit size and density workshops. Policies that result from that effort will be incorporated into the Land Use Growth Management Element. |
| c. <u>Environmental Sustainability.</u> Many of the near-term recommendations will result in more environmental sustainability, including improvements to transit, more pedestrian facilities, and increased landscaping. Sustainable approaches to development, including green buildings, transit-oriented development, air and water quality, natural resource protection, etc., are ongoing and evolving citywide issues, and policies will continue to be further examined. ( <i>City programs and General Plan Update</i> )   | <i>PlanSB</i> Draft Policy Preferences addresses these issues; policy development will continue through <i>PlanSB</i> and EIR process.  |
| d. <u>Affordable and Workforce Housing.</u> Existing affordable and workforce housing requirements, i.e., the Inclusionary and Condominium Conversion ordinances, are currently addressed by City Housing Element policies and implementing ordinances and procedures, and policies will continue to receive reassessment and refinement. ( <i>City Programs and General Plan Update</i> )  | Housing Element Update and <i>PlanSB</i> land use policies.   |
| e. <u>Creek Improvement Programs.</u> Implementing goals and priorities for watershed management aimed at improving the health and water quality of the creeks is part of the ongoing City <i>Watershed Action Plan</i> process underway. Creek improvement measures are also incorporated as part of the development review and permitting process, and policy updates will be examined further. ( <i>City Programs and General Plan Update</i> )  | <i>PlanSB</i> , Draft Policy Preferences Environmental Resources Policies - ER 24 – ER30 begin to address this.   |
| f. <u>Development Impact Fee.</u> A study is underway to examine possible city-wide fees and other municipal funding options to mitigate the impact of new development on transportation, affordable housing, and open space. The study will review the experience of other jurisdictions; analyze alternative fee structures; and identify impact fee alternatives. ( <i>City Program and General Plan Update</i> )  | Development Impact Fees & Infrastructure Financing Study prepared by Paul Silvern completed in 2008.  |



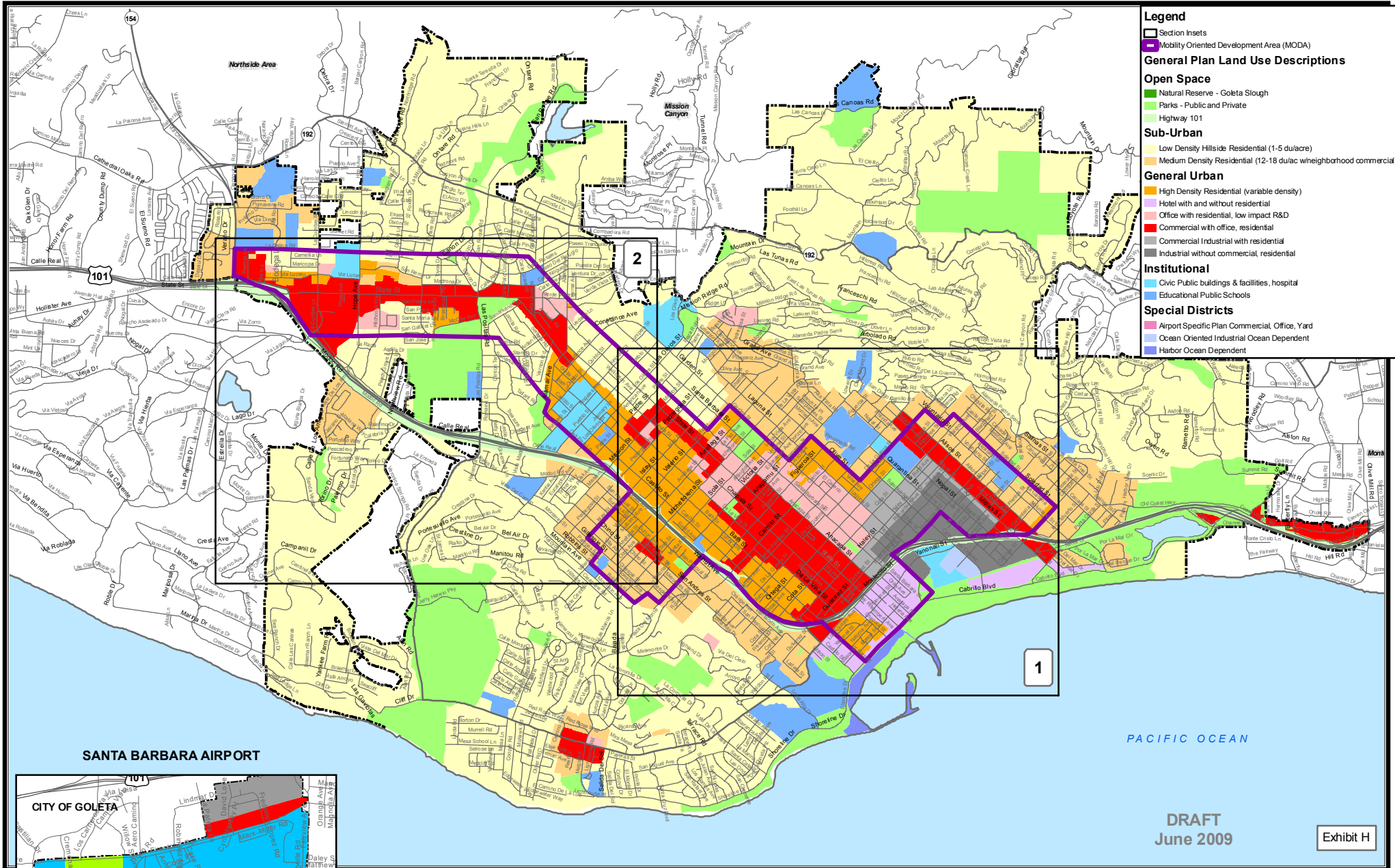
# CITY OF SANTA BARBARA GENERAL PLAN LAND USE MAP WORKING DRAFT



Map prepared by City of Santa Barbara, Planning Division, June 2009







# CITY OF SANTA BARBARA GENERAL PLAN LAND USE MAP PLAN SB CONCEPTS



Map prepared by City of Santa Barbara, Planning Division, June 2009

